



IRONHORSE SAFETY POLICY

1. Our Marines and Sailors are our most precious assets. I simply cannot replace you, or what you bring to the fight.

2. Safety is an integral part of daily operations. It starts by following established rules and procedures and is maintained by solid leadership. The application of Operational Risk Management (whether deliberate or expedient) is, and will continue to be, a part of this equation.

Flight Operations: “A tactically sound plan is inherently safe.” Vigilance, adherence to SOPs and the NATOPS, proper de-confliction, the establishment of go/no-go criteria (weather, aircraft, enemy) and mission precedence(s) form the box in which we operate. These items, coupled with the sound judgment of our aircrew will ensure both safety and mission success.

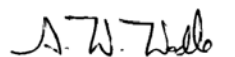
Maintenance: There is a publication that describes the proper way in which we conduct every maintenance action on the aircraft. Like the NATOPS manual, these MIMS are written in blood. They need not be re-validated, they need only be followed.

Off-duty conduct: We are Marines 24 hours a day, 7 days a week. I expect you to display the same adherence to regulations and sound judgment on liberty as you do while on duty. Anything short of this is unacceptable.

Combat Operations: The rules do not change simply because we are/will be in combat. If we practice solid fundamentals in CONUS, they will serve us well when we deploy to do the nation’s bidding.

3. I expect every Marine to be a safety observer, to display the moral courage to voice their concerns regarding future actions, and to stop unsafe practices when they witness them.

4. I expect leaders to foster a climate of safety with their subordinates. They should know their whereabouts, their intended actions, and have discussed the right way to do business. They should identify personal and organizational limitations. In short, I expect them to lead and lead by example.


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